

More Ocean Mammoths for Atlantic Travel

Huge New Liners Building in England, Ireland and Germany. [By William Brayton Slater.]

Special Cable to The Tribune.

LIVERPOOL, Aug. 27.—Much is heard today about the race for naval supremacy. But the race is no less keen in the commercial contest, and just now most of the great steamship lines are preparing fresh giants for the ocean struggle. Here again the rivalry is between the British and the German, both being eager to hold the blue ribbon of Atlantic transport—the chief shipping route in all the world. When the Lusitania and Mauretania relegated the German Deutschland to a subordinate place as an ocean flyer the challenge was renewed, and today on both sides of the North sea there is strenuous endeavor to create new records in tonnage and speed. The White Star line is well advanced with the construction of two new monsters, the Olympic and the Titanic, the Hamburg Amerika line answers with a still bigger vessel, the Hansa, to the great delight of the Kaiser, and now the Cunard line gives hints of plans far beyond anything yet designed. So the contest proceeds, with much minor rivalry to keep it company. Let us examine the new ships as they are known up to date.

About the New Ships.

The Boston route must be considered first, because the latest ship to take the water is the Franconia, a new twin-screw vessel of the Cunard line, which will be the largest liner that has ever entered Boston harbor. It is just seventy years since the first Cunarder, the Britannia, opened up that route, and though the Franconia is far below the Mauretania in speed and tonnage, she demonstrates well enough the shipping advance that has been made in the span of a single human life.

For the Britannia was 207 feet long, her tonnage was 1154, her speed 8½ knots per hour and her cabins only accommodated 115 passengers. Now the Franconia's length is 625 feet, her gross tonnage 18,000 tons, her displacement 25,000 tons, she can carry 2600 passengers, and her power is twenty times as great as that of the Britannia. If, as in the case of the Britannia, the new liner were to become ice-bound off her destination, the Bostonians of today would have to cut a channel far bigger than their forefathers—who made a passage 100 feet wide and seven miles long to free the old-time steamer.

Over 3000 workmen labored on the liner for twelve months up to her launching at Wallhead-on-Tyne, the other day, and now an army of decorators and fitters are at work on her interior, getting her ready for commission early next year. Every new feature that makes for safety and steadiness is embodied in her design, but though that is so, grace has not been lost, and experts agree that she is a beautiful vessel. Her sister ship, the Laconia, has just been laid down in the same shipyard and will be launched next year.

Next in point of readiness are the White Star liners, Titanic and Olympic, two ocean giants under construction at Belfast. Nobody who approaches the shipyards in the north-ern Irish town can help noticing the energy with which these vessels are being pushed forward. Already they

occupy a deck in the ship, while the bridge longer, as it will excel anything yet seen in marine architecture. A few days ago preparations began for launching this vessel, the heaviest and largest that has yet taken the water.

The Titanic, the slater ship to the Olympic, is making similar progress, no time being lost on either vessel.

tors to a determination to produce something that will lick creation for some years to come. Anyway, this new Mersey dock will accommodate vessels 3000 feet long and will have deep water entrances to facilitate docking.

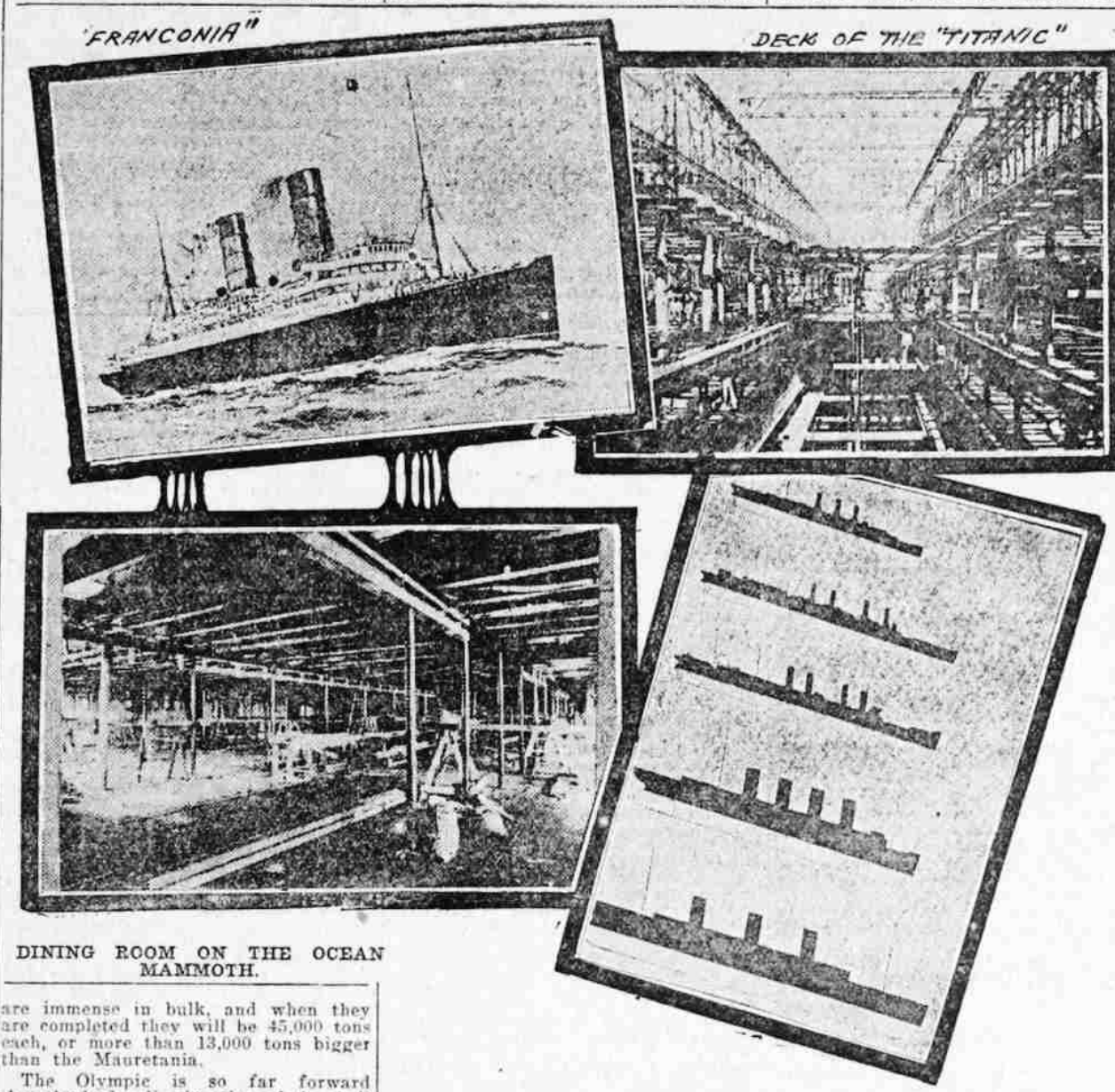
New Monster.

Herr Ballin has increased his prestige in the eyes of his imperial friend, the Kaiser, by his forecast of the new monster, and the progress shown in German marine craftsmanship since the Furst Bismarck was produced in 1891. The Hansa's tonnage will be about 50,000, or 18,000 more than the Mauretania and 5000 more than the Titanic. The Hansa will not, according to present accounts, aim at ocean speed. She will have turbine engines designed to run her at 22 knots an hour, but her cargo and passenger accommodation will be immense. So carefully is she to be constructed that she will not be in commission before the beginning of 1913.

Apart from the natural rivalry of two great maritime nations in the American passenger and freight trade, there is another influence on the American side of the Atlantic that has made for shipping developments. Since the Ambrose channel and other New York harbor improvements were carried out, shipping men have found the limitations to the dimensions of their vessels removed. The biggest liners they have

ever dreamed of can now gain ready access to New York, and the difficulties at present lie more in the harbors of the old world than the new.

Thus has the spirit of enterprise been reflected eastward. This new Mersey dock is a sign of it, so is the removal of the White Star boats to Southampton and the promise of the authorities there to deepen the entrance of the chief harbor in southern England. And now, to meet the growth of the German ships, the Elbe is being taken in hand by the authorities of Hamburg, determined to maintain the position of their city in the commerce of the world.



DINING ROOM ON THE OCEAN MAMMOTH.

are immense in bulk, and when they are completed they will be 45,000 tons each, or more than 13,000 tons bigger than the Mauretania.

The Olympic is so far forward that the hydraulic riveting of the shell is practically finished and all the iron work of the structure is complete up to the shelter deck, the highest contin-

GROWTH OF THE OCEAN GIANTS.

World's Oldest Woman Still Hale and Hearty Has Spent a Hundred and Twenty-six Years in Remote Bulgarian Village

Special Cable to The Tribune.

SOFIA, Aug. 27.—Though doctors differ as to the use of sour milk as an article of diet, Baba Vasilka, a resident of the Bulgarian village of Bavelko, is convinced of its qualities. She is

the fields early and late, yet the hard labor has not dulled her faculties nor obscured her memory. In her early days Turkey ruled her country with sanguinary tyranny. The scenes of that dreadful time of massacre and re-

ing in age from ninety-five to twenty, claim Baba as a relative, and maintain her in comfort as an old age pensioner on their voluntary allowance. All over Bulgaria she is a celebrity. King Ferdinand sends her his compliments and a present every birthday, and visitors go to see her from far and near. She can still take her walks abroad, and see and talk with all comers. Abstemious to the last degree, she shuns the liquor and tobacco so much enjoyed by her "boy" Tudor, but her self-denying regulations are a matter of habit rather than the necessity of an impaired constitution. Her age is merely a tradition, you say? Well, to support her claims there are records in the Orthodox Greek monastery near by, handed down by a whole succession of priests who have passed away during her remarkable span of life.

OGDEN FLYERS

Leave Salt Lake daily at 8:45 a. m. and 6:00 p. m., making run in 45 minutes, effective Sunday, August 28th. *Sunday excursion tickets good on these trains. Ten other trains.

Salt Lake Statistics

Births.

Adrian Schouten, 664 West Third North street, girl.
Henry Louis Abbott, 1033 West North Temple street, boy.
Thomas W. Hoops, 1049 Thirtieth East street, boy.
Robert Sanders, 415 Twelfth East East street, boy.
Hubert L. Meed, 921 Second North street, girl.
J. C. Burns, 9 Willard court, girl.
Thomas Wise, 237 East First South street, girl.
Charles E. Savage, 217 West Fifth North street, boy.
Wilky A. Jones, 549 West Third North street, girl.

Deaths.

Hans Pearson, Holy Cross hospital, aged 49, died August 28, septicaemia.
Ann Bedford, 592 West Capitol avenue, died August 27, acute enteritis.

Marriage Licenses.

Fred Green and Elizabeth Hansen, both of Salt Lake City.
Bruce F. Stevens and Cora B. Clark, both of Ogden.
Edwin Harman and Mary A. Hanson, both of Salt Lake City.
Thomas C. Clark and Mary Deane, both of Eureka.
William Scheffer, Salt Lake City, and Alice Bowe, Ogden.
C. L. Dunford and Eleanor H. Love, both of Salt Lake City.
C. C. Ray and Nora Christensen, both of Salt Lake City.

Building Permits.

Van D. Spaulding, alterations, for brick garage, 44 Fifth East street, 300.
Boyd Park, iron blue-print house, 62 South Main, 200.
Clayton Investment company, alterations brick office, 72 East First South street, 100.
Lorenzo E. Elgren, one-story, six-room double brick dwelling, 519 East Lowell street, 2,500.
H. B. Elder, one-story, one-room frame barn, rear 214 East Fifth South street, 500.
Page & Co., one-story, one-room frame barn, rear 328 West Eighth South street, 100.

Real Estate Transfers.

L. H. Young et al. to Le Grand Young, lot 6, block 29, five-acre plat C, 4,000.
Elizabeth A. Wheeler to Loraine Investment company, part of lot 1, block 50, plat A, 10.
Waldo E. Bowles to Smith Bros., lots 2 and 3, block 3, Burton place, 10.
Loraine Investment company to J. M. Wheeler, part of lot 2, block 20, plat D, 10.
Christian M. Sorenson and wife to Benjamin Hanley, part of lot 15, block 1, five-acre plat A, 800.

Two million dollars guarantees the security of every abstract made by the Salt Lake Security & Trust Co., 32 Up Main. We own our records.



THE OLDEST WOMAN IN THE WORLD AND HER SON. Baba Vasilka is 126 Years Old and Her Son Tudor is 101. They Are Peasants and Have Lived all Their Lives in a Little Village in Bulgaria.

something of an authority, too, for she has used it for a hundred and twenty-six years. She claims, in fact, to be the oldest woman in the world. Her son, Tudor, who lives with her, is a hundred and one.

Both are peasants and have had the roughest of lives. The veteran dame's parents were peasants also. They lived in the same little village, and the family was already numerous when Baba came into the world, in May, 1784.

For over a century she worked in

hellen were seared into her mind, so that she can recall with wonderful detail events that happened over a hundred years ago.

Tudor is also well preserved, but there were periods in his record when the hoe was given up for the sword and spent in the wars against the oppressive Moslems, and the exposure of those campaigns has left its mark on him, so that of the two his mother seems the halier figure today.

Over a hundred younger folk, rang-

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But they will pay us if we are given the accounts. Every day we collect on bills that have been previously presented to debtors time after time by our clients. We collect money on these accounts because the people owing same know if the claims are not adjusted there will be "heads" of trouble ahead for them. Your time is too valuable to spend humoring slow pay people. Give the accounts to us. WE'LL COLLECT THEM.

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